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PLANNING & BUILDING DEPARTMENT
INFORMATION CENTRE
JUL - 5 1984
CITY OF CALGARY

PARKHILL STANLEY PARK

AREA REDEVELOPMENT PLAN

Approved by City Council on February 13, 1984 BY-Law No19p83

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THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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PARKHILL/STANLEY PARK

EXECUTIVE SUMMARY

Parkhill/Stanley Park is a stable low density area within the inner city. The community is easily accessible to the downtown, shopping and recreation, yet remains physically secluded. The neighbourhood's proximity to the L.R.T., variety of architectural styles and lot sizes combined with a panoramic view to the west, distinguishes it from other inner city communities.

The following synopsis outlines the intent of this Area Redevelopment Plan.

RESIDENTIAL LAND USE

The existing low density land use (R-1/R-2) will apply within the major residential areas of Parkhill/Stanley Park reflecting the conservation policy approved by City Council in the Inner City Plan, and the recognition of the continued stability. Further no change will be made to the land now designated medium density Multi-Dwelling District (RM-4).

FLOODWAY/FLOODPLAIN AREAS

Certain residential areas that border the Elbow River may be subject to flooding. Any new development within the flood limit shall be in conformity with the established Floodway/Floodplain management policies as approved by City Council.

COMMERCIAL LAND USE ON MACLEOD TRAIL EDGE

It is recommended that the existing C-3 District be redesignated to C-3(30) to provide a more compatible transition to the residential community. Also the reduced building height will allow better sunlight conditions for the sidewalk on the east side of Macleod Trail.

TRANSPORTATION

The road closures and short cutting measures through the community as approved by City Council on July 12, 1982, will apply. Approval to legally close a portion of Stanley Road between the laneway north of Mission Road and Mission Road is recommended.

OPEN SPACE

The regional park facility (Stanley Park) will retain its present character until a Master Plan, initiated by the Parks/Recreation Department in conjunction with the affected communities, is developed.

The Community Hall site will be improved to provide child oriented playground equipment.

The road closure of Stanley Road between Mission Road and the laneway should be developed as local open space.

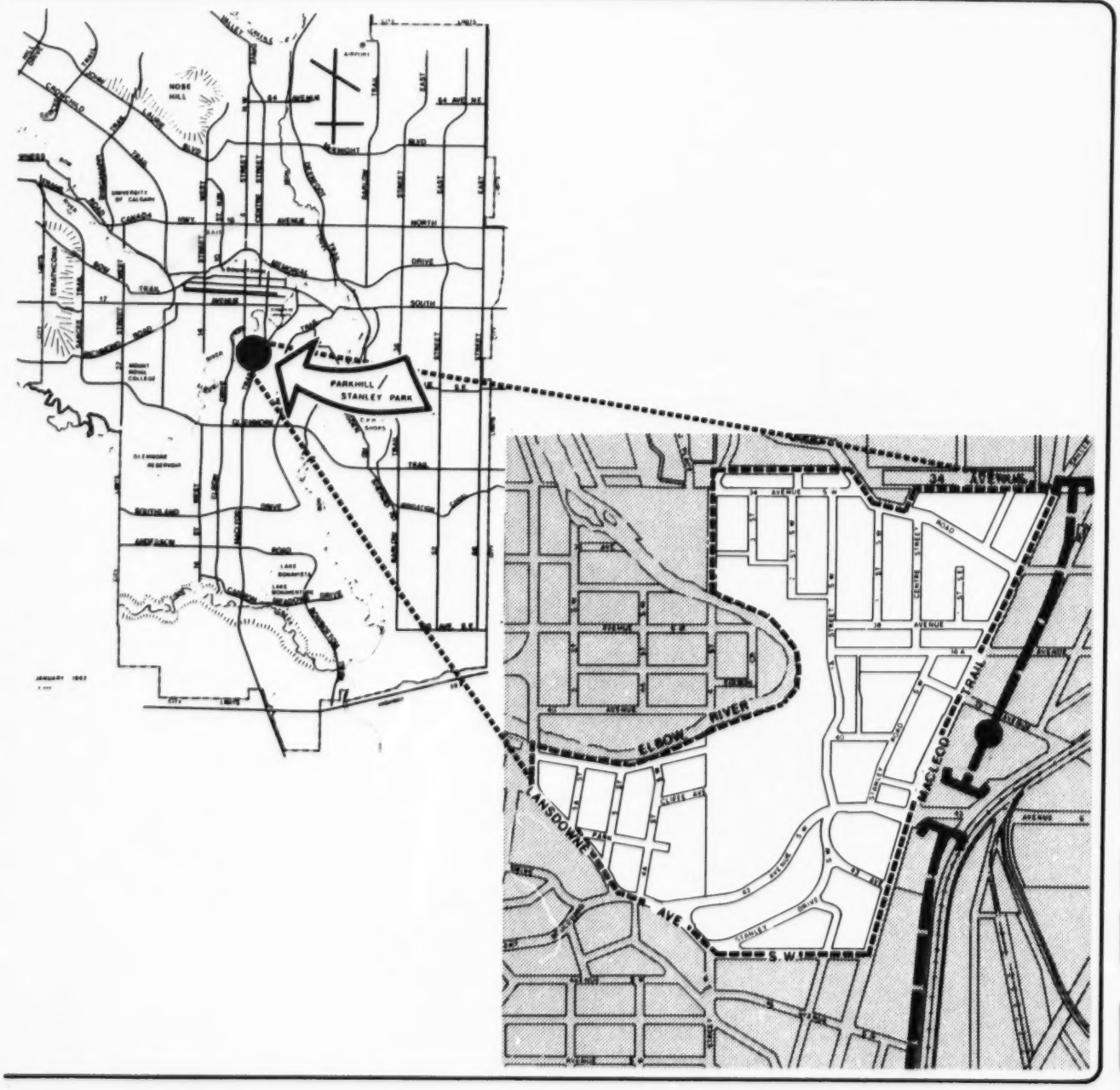
THE PLAN

1. INTRODUCTION

An Area Redevelopment Plan is a statutory plan which addresses the land use, traffic circulation patterns, redevelopment guidelines, and community facilities for an area of land within the municipality. Area Redevelopment Plans are adopted by the Council of a municipality as a by-law and are intended to be considered in conjunction with other statutory plans, by-laws, and policy statements that apply to any proposed development of a site. It supplements the Land Use By-law by providing directions within which the discretion of the Approving Authority should be exercised in a particular area of the City.

The Parkhill/Stanley Park Area Redevelopment Plan (refer to Map #1, Page 2, for Location and Boundaries) should be reviewed within five years with the community and other interest groups to monitor achievement of the objectives of the Plan.

A public participation program was initiated on November 17, 1981. A Community Planning Advisory Committee representing the local residents, property owners and merchants have contributed towards the planning process.



PARKHILL/ STANLEY PARK

MAP No. 1

TITLE

LOCATION

LEGEND

PARKHILL / STANLEY PARK

STUDY AREA BOUNDARY

42 AVENUE STATION & LRT LINE

DATE **JULY , 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

2. GOALS

The goals of the Parkhill/Stanley Park Area Redevelopment Plan are:

(1) To reaffirm the conservation concept of the area and to ensure that the established character of the neighbourhood is maintained.

(2) To encourage land uses adjacent to Macleod Trail that will promote L.R.T. ridership.

(3) To ensure a compatible transition between the land uses along Macleod Trail and the community.

(4) To address local planning issues and concerns identified through the public participation and planning process;

(5) To improve the family oriented environment of the neighbourhood;

(6) To encourage the rehabilitation of the existing good housing stock and allow for compatible redevelopment;

(7) To improve pedestrian access to L.R.T., parks and recreational facilities;

(8) To implement the policies of the Calgary General Municipal Plan (1979), the Inner City Plan (1979), and the LRT South Corridor Land Use Study (1980) as they apply to Parkhill/Stanley Park.

Significant design and planning relationships are referenced in Sketch #1, Page 4.

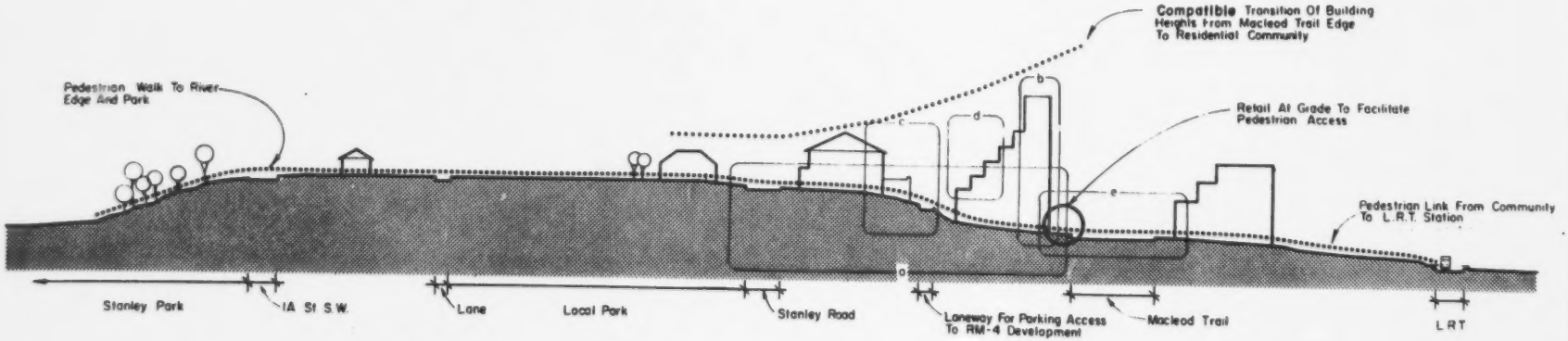
SKETCH No. **1**

TITLE
Outline of Key Cross Sections

KEY PLAN

FOR DETAILED DESIGN AND PLANNING INFORMATION:

CROSS SECTION(a) REFER TO Sketch # 4 PAGE 14
CROSS SECTION(b) REFER TO Sketch # 8 PAGE 22
CROSS SECTION(c) REFER TO Sketch # 5 PAGE 16
CROSS SECTION(d) REFER TO Sketch # 7 PAGE 20
CROSS SECTION(e) REFER TO Sketch # 8 PAGE 22


Compatible Transition Of Building Heights From Macleod Trail Edge To Residential Community
Pedestrian Walk To River Edge And Park
Retail At Grade To Facilitate Pedestrian Access
Pedestrian Link From Community To L.R.T. Station
Stanley Park
1A St S.W.
Lane
Local Park
Stanley Road
Laneway For Parking Access To RM-4 Development
Macleod Trail
LRT

SECTION A-A

3. LAND USE

3.1 RESIDENTIAL LAND USE

3.1.1 OBJECTIVES

(1) To identify areas which should be considered for conservation. The intent of conservation is to provide for:

   (a) the retention and enhancement of the existing character and quality of the area;

   (b) the long-term maintenance improvement and/or rehabilitation of the existing good quality housing stock;

(2) To identify areas where redevelopment may be encouraged to provide for replacement housing that complements the character and quality of the area.

3.1.2 LAND USE POLICIES

3.1.2.1 Context

Parkhill/Stanley Park was originally annexed to the City in 1910. The community's housing stock dates from 1910-1920, whereas in the 1950's most of the low-rise apartments were built. Currently the trend is to refurbish the older single family detached homes including some newer developments on 7.5 m (25 foot) lots (as illustrated by Sketch #2, Page 8).

Parkhill/Stanley Park has remained relatively insulated from the redevelopment pressure that affected other Inner City Communities. The distribution of the Calgary population within Parkhill/Stanley Park is 1,684 (based on 1982 civic census), with a large proportion of those persons being between the ages of 25 and 45.

The existing building forms, both old and new can be characterized by the following elements as illustrated by Sketch#3, Pages 9 and 10):

- a sense of order and attractiveness of the block face due to the consistent building setback, mature vegetation, and small lot development;
- 15 m (50 foot) lot subdivision and bungalow construction indicative of the 1940's/1950's;
- rhythmic roof lines reflecting the variation in height and repetition of pitched and sloping roofs;
- articulated front facades, door and window details;
- finish materials which include a mixture of narrow clapboard, stucco with painted wood detail, or brick;
- individual pedestrian access to dwelling units from the front yard.

3.1.2.2 Policy

Two residential policy areas are identified for implementation in the Parkhill/Stanley Park Community as outlined in Map #2, Page 12:

(a) Conservation

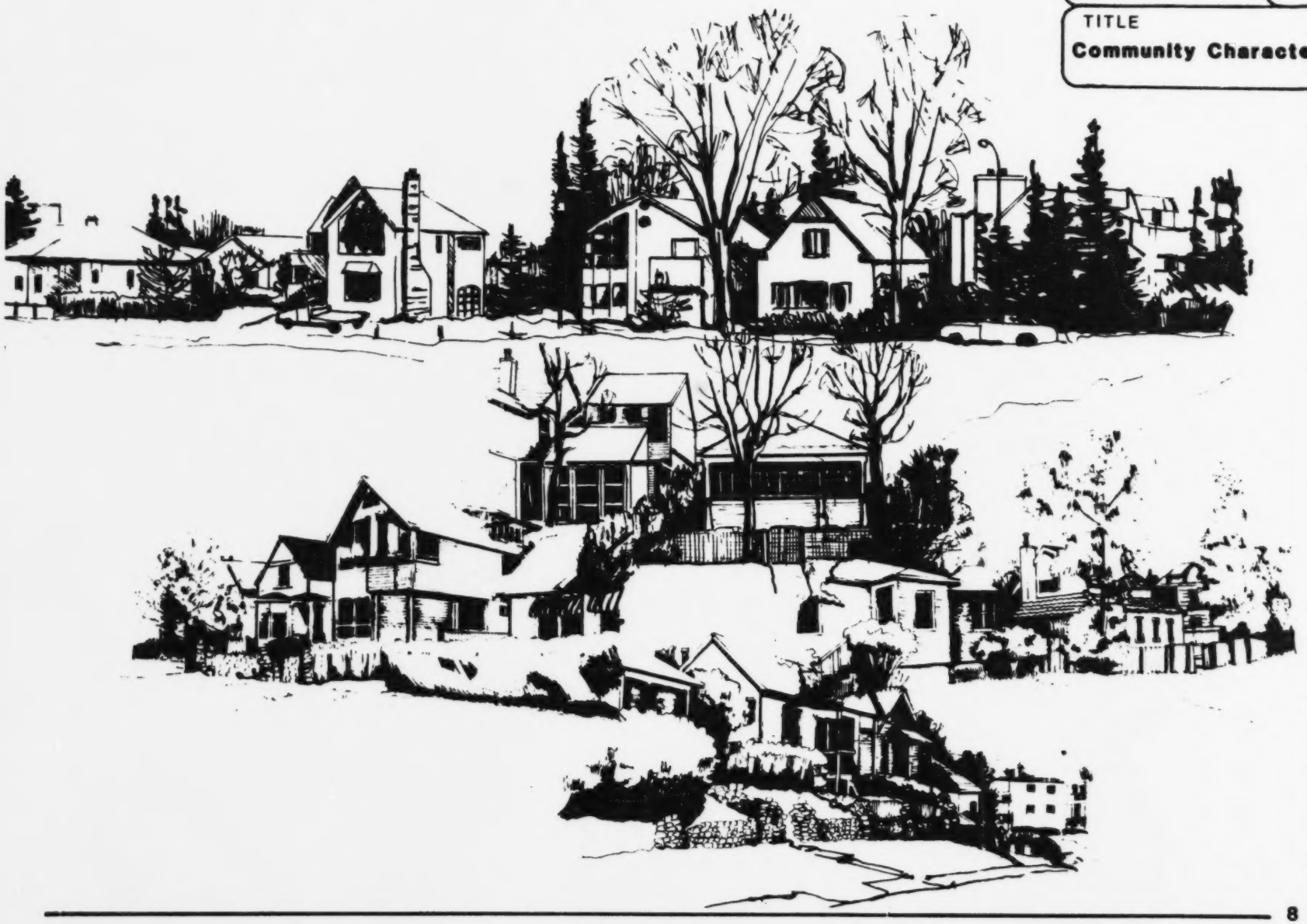
The Conservation Area is comprised of the areas presently designated R-1 and R-2 in the community. All redevelopment in the Conservation Area should be in the form and density permitted by the existing land use designation. The predominant housing types in this area would be single family detached units, bungalow, storey and a half, or two storey form; and two family dwellings, either semi detached or single family dwellings with basement suites. Recent development in certain areas of the community has been in the form of 7.5m (25 foot) lot subdivision and redevelopment of single family houses, thus supporting this policy direction.

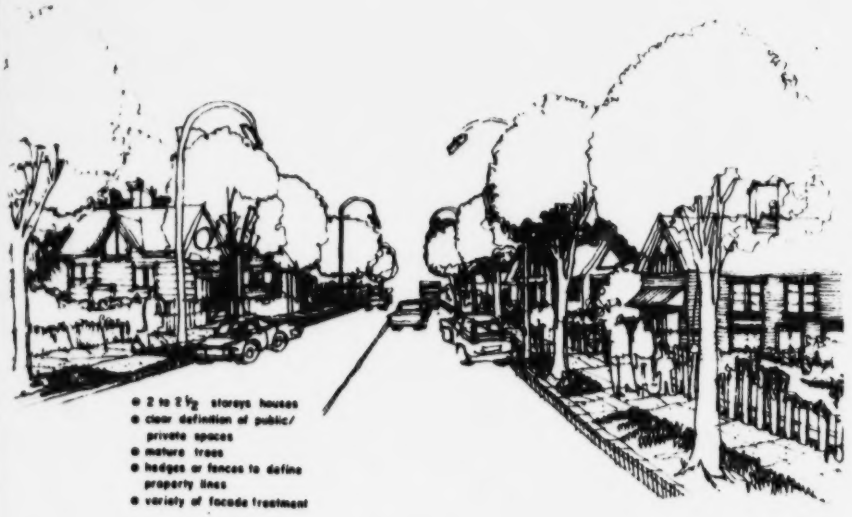
(b) Medium Density Redevelopment

Within the existing medium density areas redevelopment (RM-4) should use a variety of housing types which provide an option for family accommodation, apartments, townhousing and stacked townhousing. New developments should consider the streetscape features contained in Section 3.1.2.1.

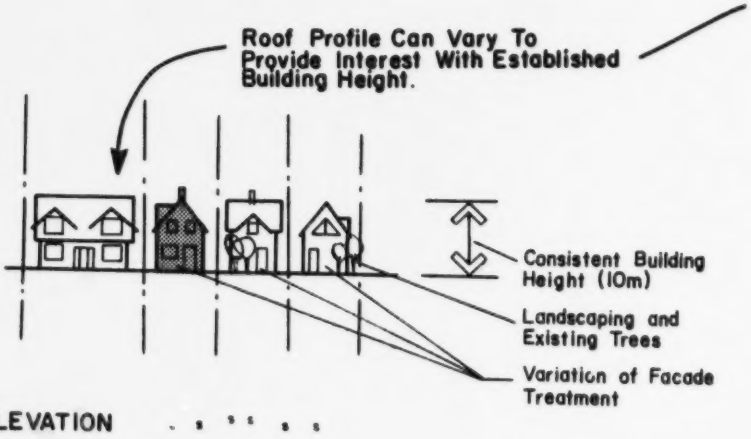
SKETCH No. **2**

TITLE
Community Character

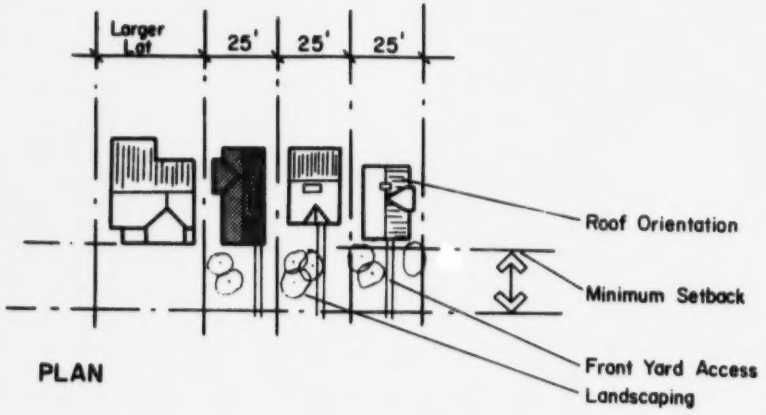



• 2 to 2½ storeys houses
• clear definition of public/ private spaces
• mature trees
• hedges or fences to define property lines
• variety of facade treatment

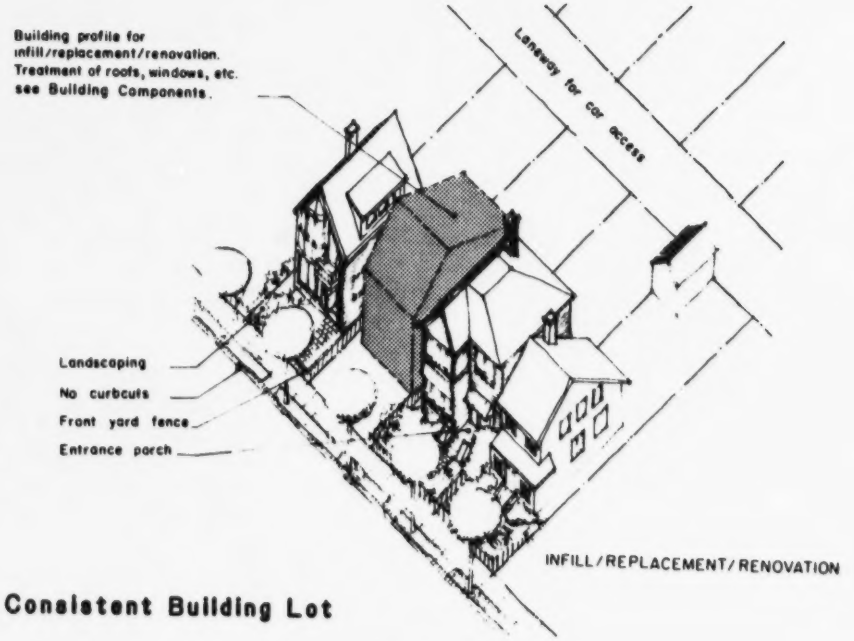
TYPICAL STREETSCAPE


Roof Profile Can Vary To Provide Interest With Established Building Height.
Consistent Building Height (10m)
Landscaping and Existing Trees
Variation of Facade Treatment

ELEVATION



PLAN


Building profile for infill/replacement/renovation. Treatment of roofs, windows, etc. see Building Components.
Laneway for car access
Landscaping
No curbcuts
Front yard fence
Entrance porch

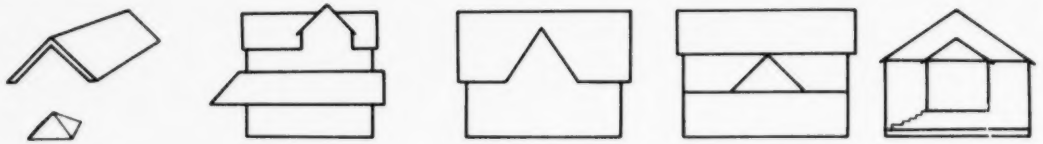
INFILL/REPLACEMENT/RENOVATION

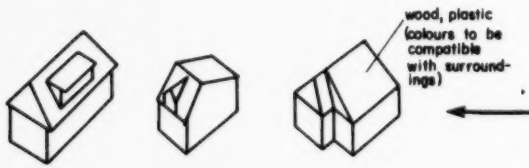
Diversity Of Building Form Within A Consistent Building Lot

SKETCH No. 3

TITLE
Building Components in R-2 Districts

Roof:

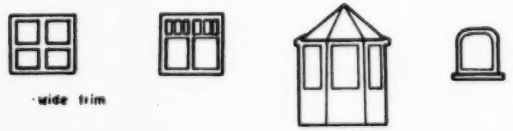


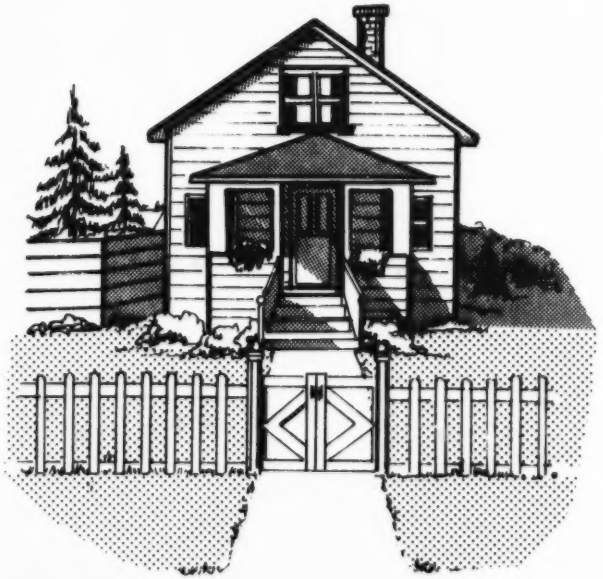


Details Can Provide Visual Interest Given Uniform Lot Size, Frontage And Building Height.

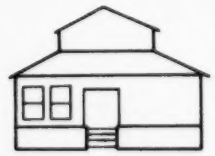
Height:

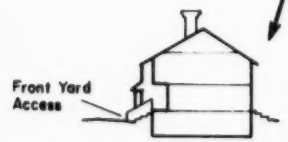
Windows:





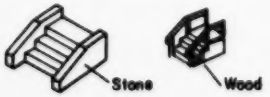
Porch Entrance:





Chimney: brick, stone

Staircase Railing: (outside)



3.1.3 IMPLEMENTATION

3.1.3.1 Land Use Districts

The existing residential areas shall retain their current land use designations (refer to Map #2, Page 12) which reflect the intent of the residential land use policies.

Residential Land Use Policy	Residential Land Use Designation
Conservation	R-1/R-2
Medium Density Development	RM-4

The following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications.

3.1.3.2 Public and Private Amenity Areas

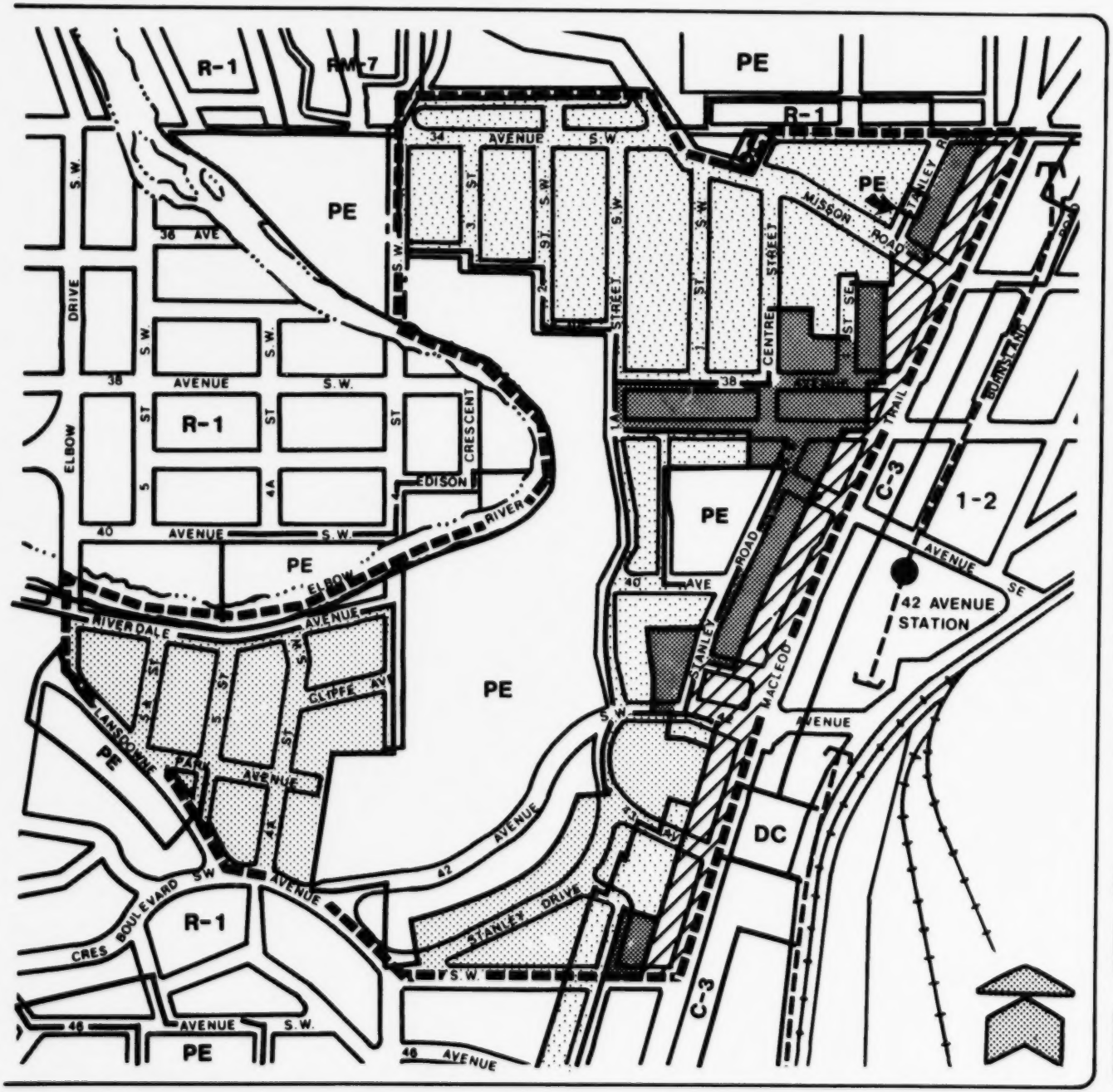
To ensure the retention of the existing attractive streetscape, the Approving Authority should encourage:

(1) Landscaping treatments which enhance the appearance of the street.

(2) The use of front yards as landscaped areas rather than as parking areas.

(3) The retention of mature trees on site.

(4) The planting of hardy vegetation types.



PARKHILL/ STANLEY PARK

MAP No. 2

TITLE

Land Use

LEGEND

- R-1 RESIDENTIAL SINGLE DETACHED
- R-2 LOW DENSITY
- RM-4 MEDIUM DENSITY MULTI DWELLING
- PE PUBLIC PARK SCHOOL & RECREATION
- C-3 (30) GENERAL COMMERCIAL

DATE **JULY , 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

0 500 1000 ft
0 305m

3.1.3.3 Parking for Multi-Family Use

The Approving Authority should:

(1) Discourage on-street parking by:

(a) requiring visitor parking to be easily identifiable and accessible from the street;

(b) assure a minimum of 0.15 visitor parking spaces per residential dwelling unit.

(2) Ensure sensitive treatment of parking areas *adjacent to adjoining properties through* the provision of:

(a) adequate screening through fencing or landscaping;

(b) underground parking wherever possible;

(c) parking access from the laneway (R.O.W.) and not from the local roads in RM-4 districts, as illustrated by: Sketch #4, Page 14.

3.1.3.4 Urban/Building Design Considerations

In order that new developments contribute to the established community character, the Approving Authority is to consider the following:

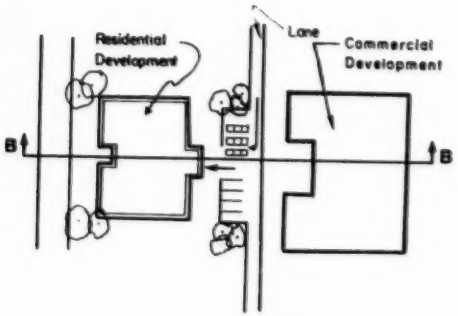
(1) Encourage wall face and rooflines, building details and finish materials which are reflective of the physical community character (illustrated by Sketch #5, Pages 15 and 16).

(2) Ensure adequate sunlight penetration and minimize shadow impacts through siting and massing on adjoining properties. Special attention should be given to the impact on the low-lying areas mainly along 38th Avenue as illustrated in Sketch#6, Page 18.

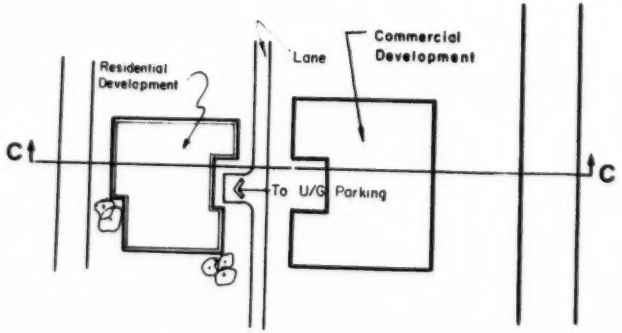
(3) Review the aesthetic treatment of roof tops and decks especially where they will be visible to existing developments (illustrated by Sketch #7, Page 20).

SKETCH No. **4**

TITLE
Laneway Access and Parking in RM-4 Districts



PLAN



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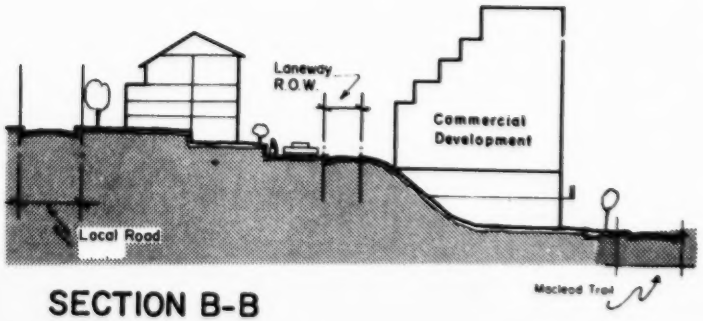
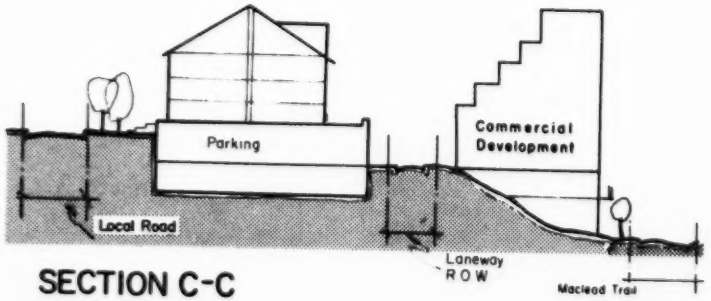


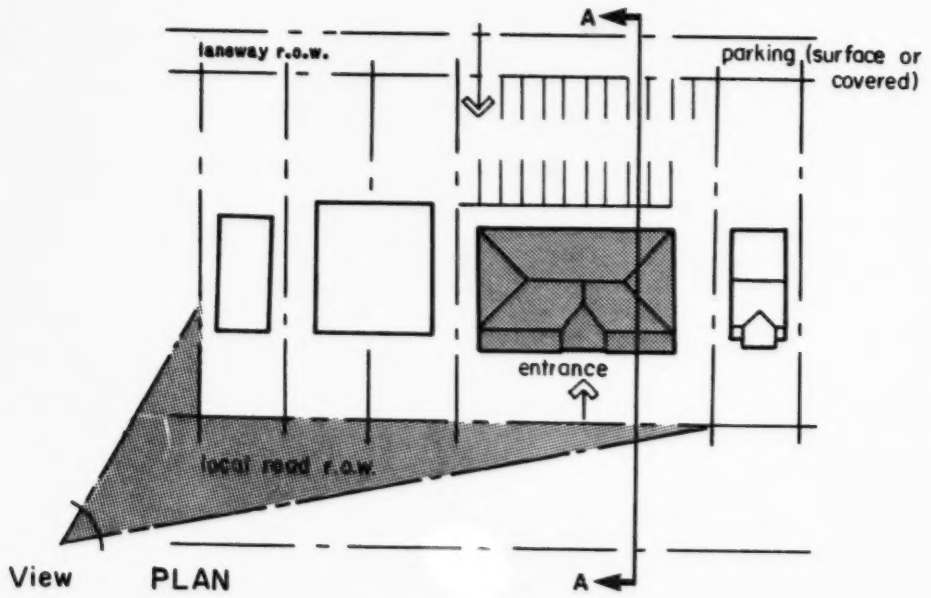
SECTION B-B

OPEN



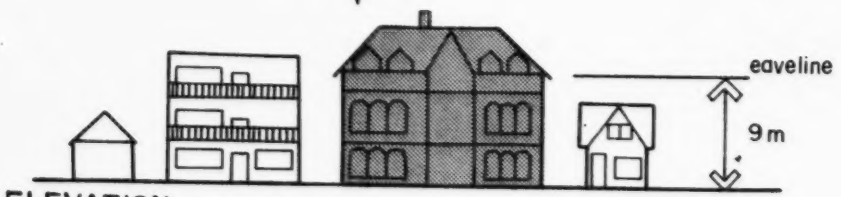
SECTION C-C

UNDERGROUND



View PLAN

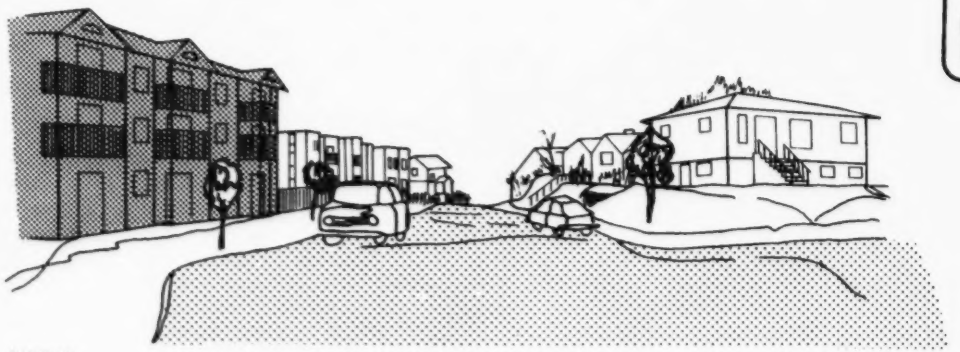
Carefully Designed Infill Development
Can Liven Up The Entire Neighbourhood
And Streetscape



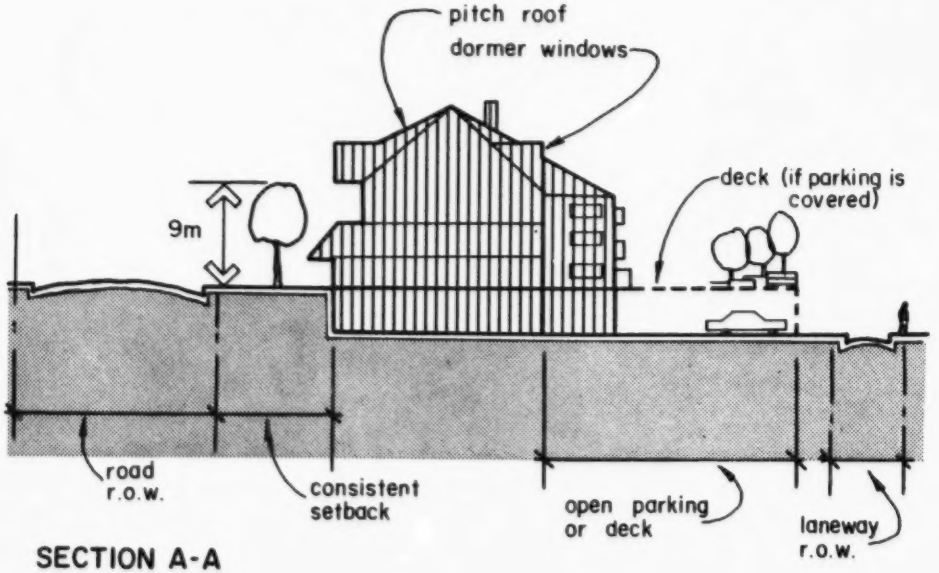
ELEVATION

SKETCH No. **5**

TITLE
Building Components in RM-4 Districts



VIEW



SECTION A-A

(4) Provide for future pedestrian links such as +15 and walkways (refer to Sketch #8, Page 22) to connect Stanley Road, MacLeod Trail, the L.R.T. and the community.

(5) Encourage the upgrading of the existing laneways (R.O.W.) where they serve to access the residential areas, e.g., paving and curbing.

(6) Encourage measures to minimize traffic, e.g., noise and visual intrusion on ground floor units.

3.1.3.5 Floodway/Floodplain Lands

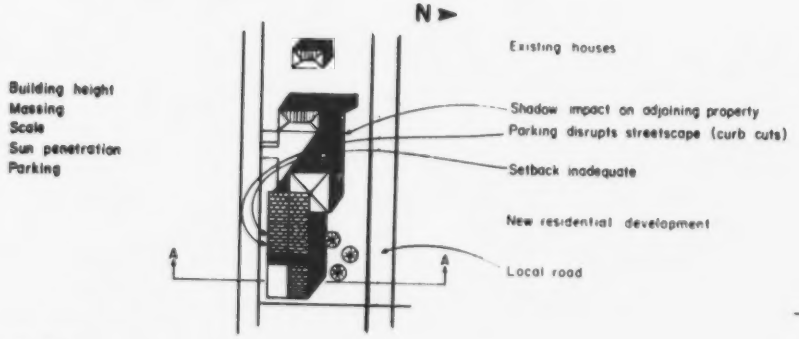
All properties located within the Elbow River flood limits shall retain their current land use designations. Development/Redevelopment should be in accordance with floodway/floodplain management policies as approved by City Council.

It should be noted that the floodway/floodplain limits are being updated by the Alberta Department of the Environment. This provincial study is estimated to be completed by the end of 1983.

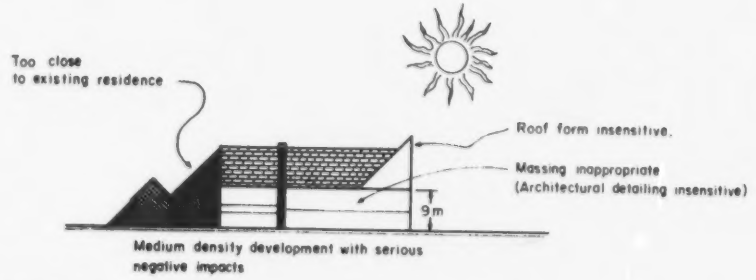
SKETCH No. 6

TITLE
Siting and Massing in RM-4 Districts

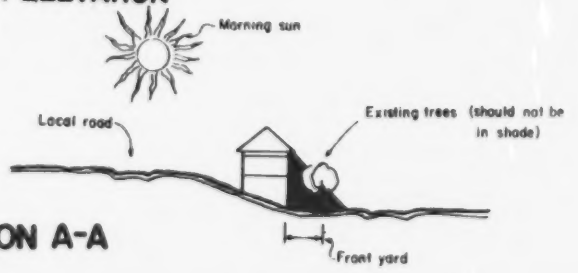
SITE LAYOUT AND MASSING (Not recommended)



PLAN

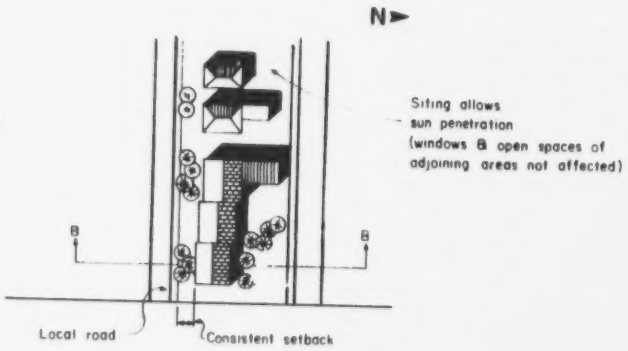


SOUTH ELEVATION

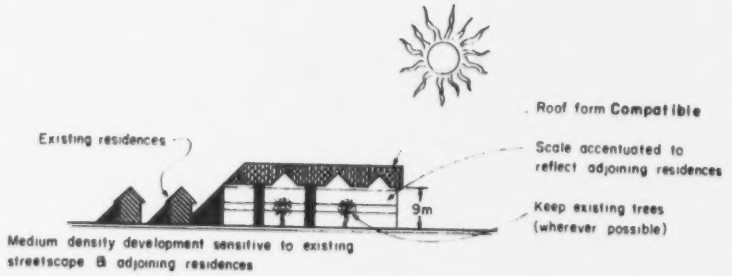


SECTION A-A

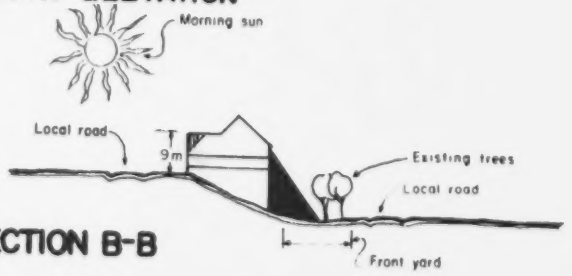
SITE LAYOUT AND MASSING (recommended)



PLAN



SOUTH ELEVATION



SECTION B-B

3.2 COMMERCIAL LAND USE

3.2.1 OBJECTIVES

(1) To provide for a form of development that will relate in scale and function to the MacLeod Trail edge to the east and the Parkhill/Stanley Park residential community to the west.

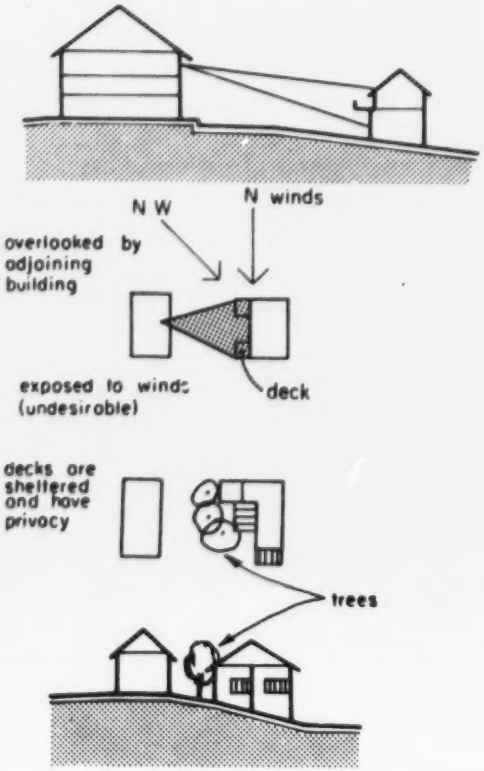
(2) To encourage land uses that promote L.R.T. ridership.

(3) To encourage within new developments, pedestrian links from the community to the 42nd Avenue L.R.T. Station.

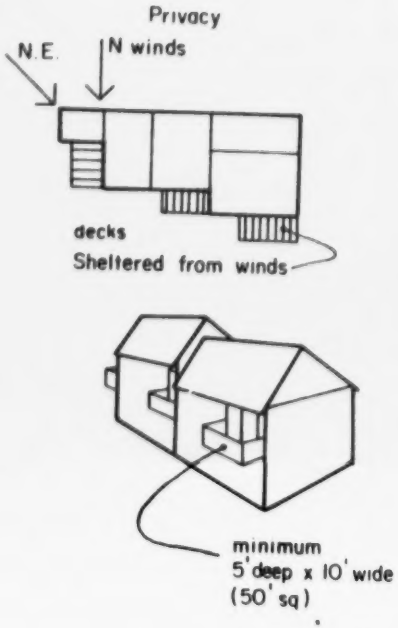
(4) To encourage where appropriate retail activity at grade which will enhance the pedestrian environment and provide a service to the local community.

SKETCH No. **7**

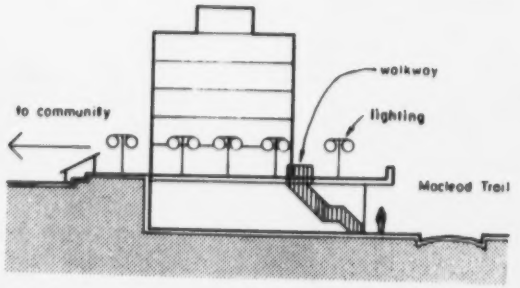
TITLE
Treatment of Roof Tops and Decks

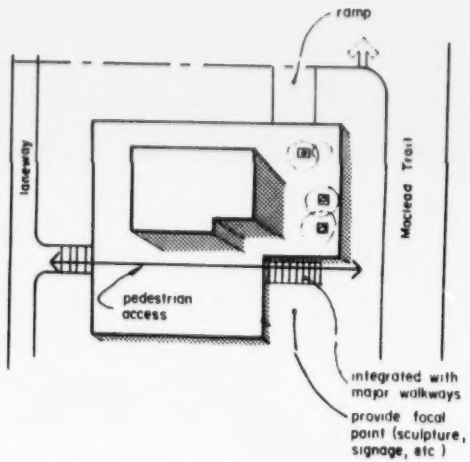


Recommended layout



Recommended deck layout for multiple housing





Use of roof deck in developements to provide pedestrian linkage and focal points

3.2.2 LAND USE POLICIES

The land use policies identified for implementation in this area reflect the intent of the L.R.T. South Corridor Land Use Study (approved July 29, 1980).

(1) (a) The existing C-3 General Commercial District shall be retained with the maximum building height being modified to 30 m (100 foot).

(b) City Council, based on the provision of amenities and the appropriate mixed use components, as approved in the L.R.T. South Corridor Land Use Study (1980), may be prepared to approve higher levels of density for areas as shown in Map #3, Page 24, up to the limits of:

3.5 F.A.R. for Area A;

4.0 F.A.R. for Area B;

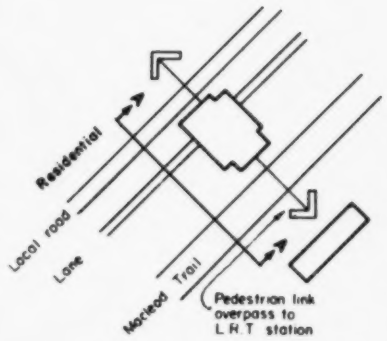
utilizing the district of Direct Control.

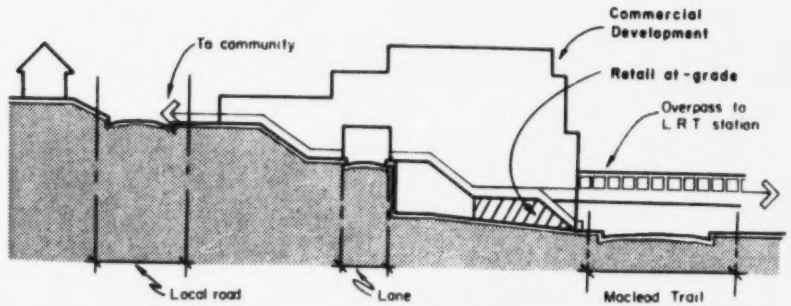
(c) In the review of development applications under C-3(30), the Approving Authority should encourage land use components which are supportive of the L.R.T. system, e.g., office and residential.

SKETCH No. **8**

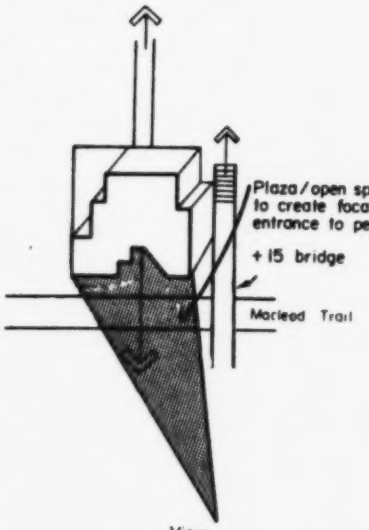
TITLE

Views and Connections



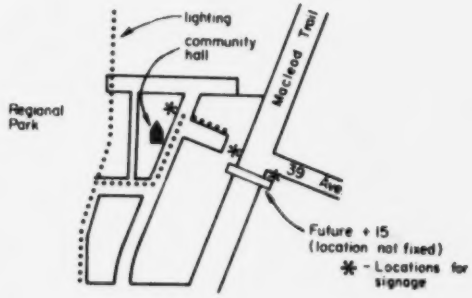


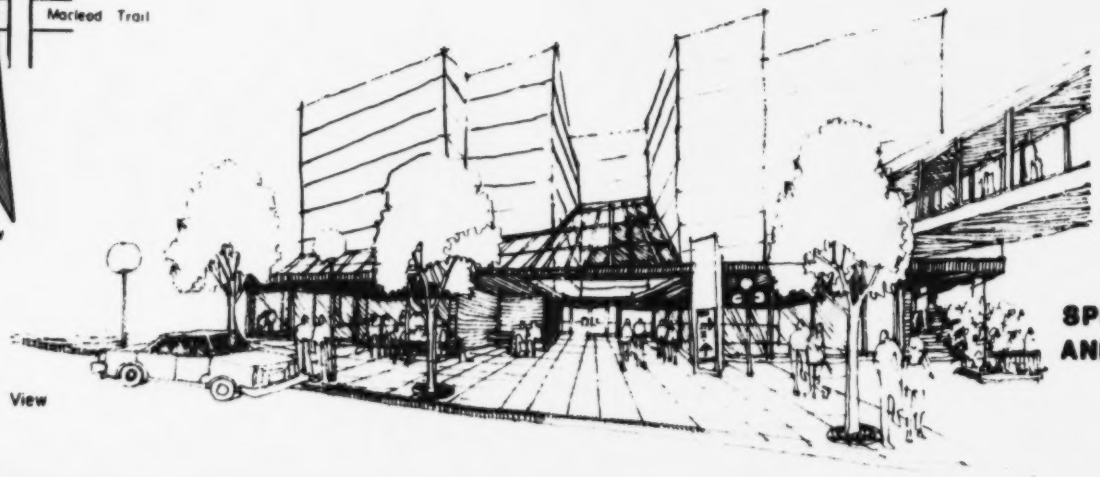
SECTION A – A


Plaza/open space/signage/retail at grade to create focal point as entrance to pedestrian overpass
+15 bridge
Macleod Trail

View

PEDESTRIAN LINKS





View

SPECIAL INTEREST AND FOCAL POINTS

(2) Residential development adjacent to Macleod Trail must comply with the Council approved Surface Transportation Noise Policy Guidelines.

(3) Retail and pedestrian-oriented services should front and be located at the Macleod Trail grade.

(4) New developments along Macleod Trail should have underground parking and loading facilities with access from only Macleod Trail or the laneway (R.O.W.).

(5) Surface parking should be limited to a maximum of twenty percent of the site area, with a minimum of fifty percent of the parking provided being underground. All parking should be screened from the adjacent residential uses.

(6) Comprehensive development involving land parcels on both sides of the laneway (R.O.W.), between Macleod Trail and Stanley Road, integrating the land of the laneway (R.O.W.) and/or the airspace over the laneway (R.O.W.) with the development, may be considered on a block by block basis subject to negotiation with the City, as illustrated in Sketch #9, Page 26.

(7) Where a comprehensive development is proposed under Section 3.2.2.(6), the office component shall front Macleod Trail with the residential component facing the west. The scale of the residential component should provide a compatible transition between the office component and the abutting community.

PARKHILL/ STANLEY PARK

MAP No. 3

TITLE

Mixed Use Areas

LEGEND

AREA A

AREA B

DATE **JULY , 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

0 500 1000 ft
0 305 m

3.2.3 IMPLEMENTATION

3.2.3.1 Land Use Districts

(1) (a) The City initiated redesignation of C-3 to C-3(30) will apply.

(b) Where an application is made by the private sector pursuant to Section 3.2.2 (1) (b), the district of Direct Control will apply.

3.2.3.2 Urban/Building Design Considerations

In the review of a commercial development application the Approving Authority is to consider the following:

(1) When an application is made for a comprehensive development under Section 3.2.2 (6), the residential component facing the community should respect the pedestrian scale and activities occuring on the sidewalk areas. The height of the wall face bordering the residential areas should be a maximum of 9 m (30 feet).

(2) Shops fronting Macleod Trail should have at-grade entry from the public sidewalk (illustrated by Sketch #8, Page 22).

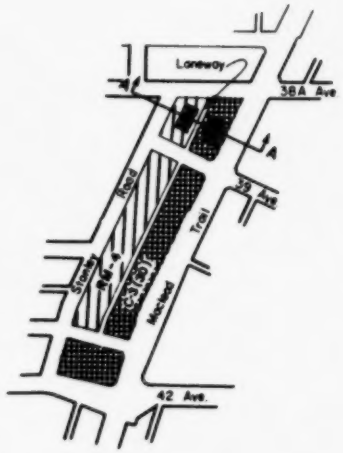
(3) Building form and siting should minimize the "wall effect" and provide penetration of views from areas west of the proposed developments.

(4) Open plazas and wider sidewalks that are inviting and attractive to pedestrian activities should be encouraged (illustrated by Sketch #8, Page 22).

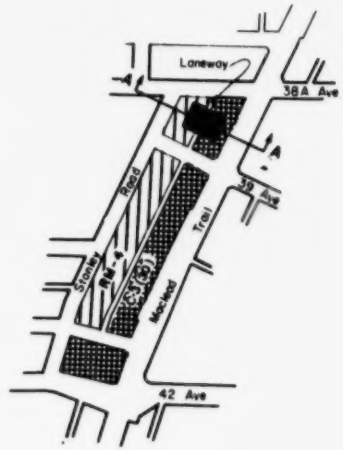
(5) Landscaped areas should be located at or near grade level for the convenient use of the pedestrian.

SKETCH No. **9**

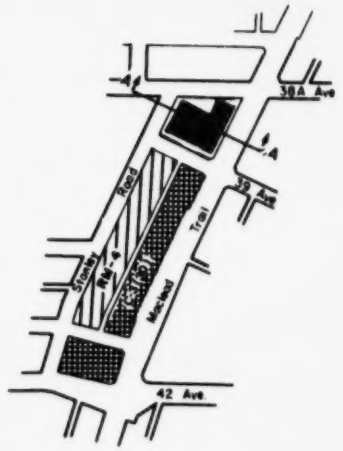
TITLE
Suggestions for Development Alternatives



KEY PLAN



KEY PLAN



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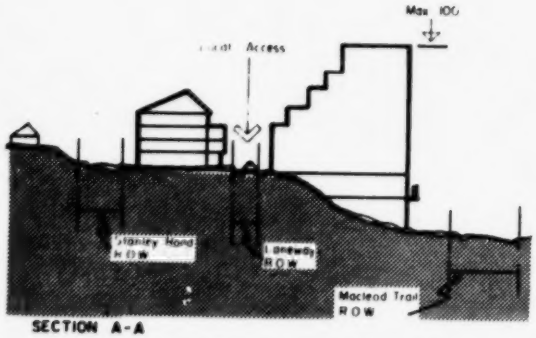
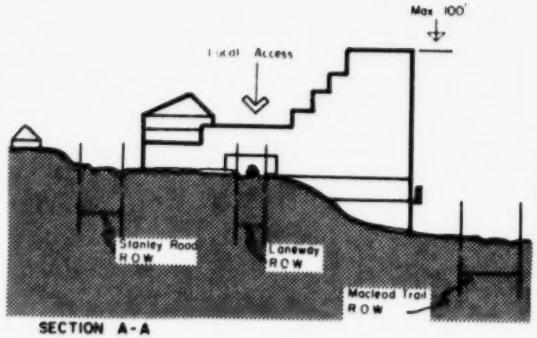


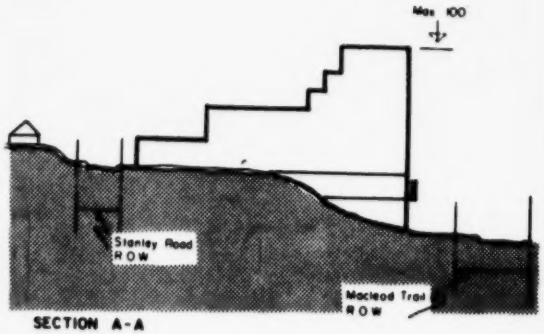
SECTION A-A

Existing Situation: Individual RM-4 and commercial developments (Lane access mandatory)



SECTION A-A

Suggestion 1 : Thru-block development with air rights; (Lane access mandatory)



SECTION A-A

Suggestion 2 : Whole block development (Comprehensive development; lane access not mandatory)

4. OPEN SPACE

4.1 REGIONAL OPEN SPACE

Stanley Park (refer to Map #4, Page 28) is a regional recreation facility encompassing 23 ha (57 acres) which provides both sport facilities (tennis, baseball, etc.) and passive recreation opportunities. In addition to this it also satisfies the need for local open space.

4.1.1 OBJECTIVES

The long range plan for Stanley Park is directed towards the following:

(1) The retention of the character and environmental quality of the river setting.

(2) The providing of facilities and river access to people of the region in additon to the immediate neighbourhood.

(3) To reduce traffic impacts on surrounding residential areas relating to access and parking.

(4) To respond to changing and increasing recreational needs, in consultation with the affected communities.

PARKHILL/ STANLEY PARK

MAP No. 4

TITLE
Open Space & Improvements

LEGEND

- LOCAL PARKS
- REGIONAL PARKS
- CHURCH
- SCHOOL
- COMMUNITY CENTRE
- ART CENTRE
- POOL
- TENNIS COURTS

Improvements

- LOCAL OPEN SPACE
- LIGHTING
- PEDESTRIAN ACCESS

DATE **JULY , 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

0 500 1000 ft
0 305 m

4.1.2 POLICIES

In order to enhance the pleasant recreational environment the Parks & Recreation Department in the development of Stanley Park should:

(1) Promote the park entry from 42nd Avenue.

(2) Improve pedestrian access and provide signage to Stanley Park from MacLeod Trail and the 42nd Avenue L.R.T. Station.

(3) Uphold the concept of locating active open field games away from the adjacent residential areas.

(4) Give consideration to a lighting scheme which would adequately illuminate the public open space. For specific areas recommended refer to Map #4, Page 28.

4.1.3 IMPLEMENTATION

The Stanley Park Master Plan should be prepared in consultation with the Parkhill/Stanley Park Community and have regard to the above noted objectives and policies.

The cost of improvements to Stanley Park as recommended shall be determined upon completion of the Master Plan.

4.2 LOCAL OPEN SPACE

The Community is provided with 1.8 ha (3.7 acres) of open space (refer to Map #4, Page 28) consisting of the Community Hall site.

The Parkhill Elementary School closed since 1977, is presently being utilized as administration offices and adult education by the School Board.

4.2.1 OBJECTIVES

(1) To improve the pedestrian access to Stanley Park for the residents of Parkhill/Stanley Park.

(2) To provide opportunities for passive recreation within the Parkhill/Stanley Park Community.

4.2.2 POLICIES

(1) The lands within Stanley Park immediately adjacent to 36th Avenue S.W. and 2nd Street S.W. should continue to be used for passive recreation.

(2) The road closure of Stanley Road between Mission Road and the laneway (R.O.W.) should be developed as local open space incorporating the pedestrian access to Mission Road (refer to Map #4, Page 28 for details).

(3) The Community Hall site should provide child oriented activities with the installation of play structures and park furniture while satisfying the need for passive recreational activities.

(4) Pedestrian walkways with lighting along 1A Street within Stanley Park should be considered in the development of the Stanley Park Master Plan.

(5) Consider the provision of a pedestrian/cycle route for the community as part of the comprehensive Downtown/Inner City bicycle network plan.

4.2.3 IMPLEMENTATION

(1) The Parks/Recreation Department in consultation with the Transportation and Planning Departments prepare development plans and funding requirements for the Stanley Road closure, the lands within Stanley Park and the Community Hall site with the participation of the Parkhill/Stanley Park Community.

(2) The City Electric System in accordance with the above development plans (refer to Section 4.2.2.[4] above), prepare cost estimates as part of its normal street lighting budgeting process for approval by City Council for lighting improvements along 1A Street in Stanley Park, along 40th Avenue S.W. and Stanley Road bordering the Community Hall site, on a City-wide priority basis, if City initiated. A local benefit assessment is an alternative method of payment.

(3) The Transportation Department in conjunction with the Parks/Recreation and Planning Departments review the Downtown/Inner City Bicycle Route and implement the system as it relates to the community.

(4) The above items should be presented to City Council for consideration of implementation subject to budget constraints.

5. TRANSPORTATION

5.1 VEHICULAR CIRCULATION

5.1.1 OBJECTIVE

To ensure a more pleasant and safe residential environment within Parkhill/Stanley Park by reducing the level of non-local volumes on residential streets, i.e., maintaining local access at acceptable levels.

5.1.2 POLICIES

5.1.2.1 Road Classifications

The roadway systems (refer to Map #5, Page 32) bordering and within the community should retain their existing designations as indicated under By-law #3M82, the City of Calgary Transportation System By-law.

(1) Major roads - Macleod Trail.

(2) Collectors - 42nd and Lansdowne Avenues, Elbow Drive, and Mission Road.

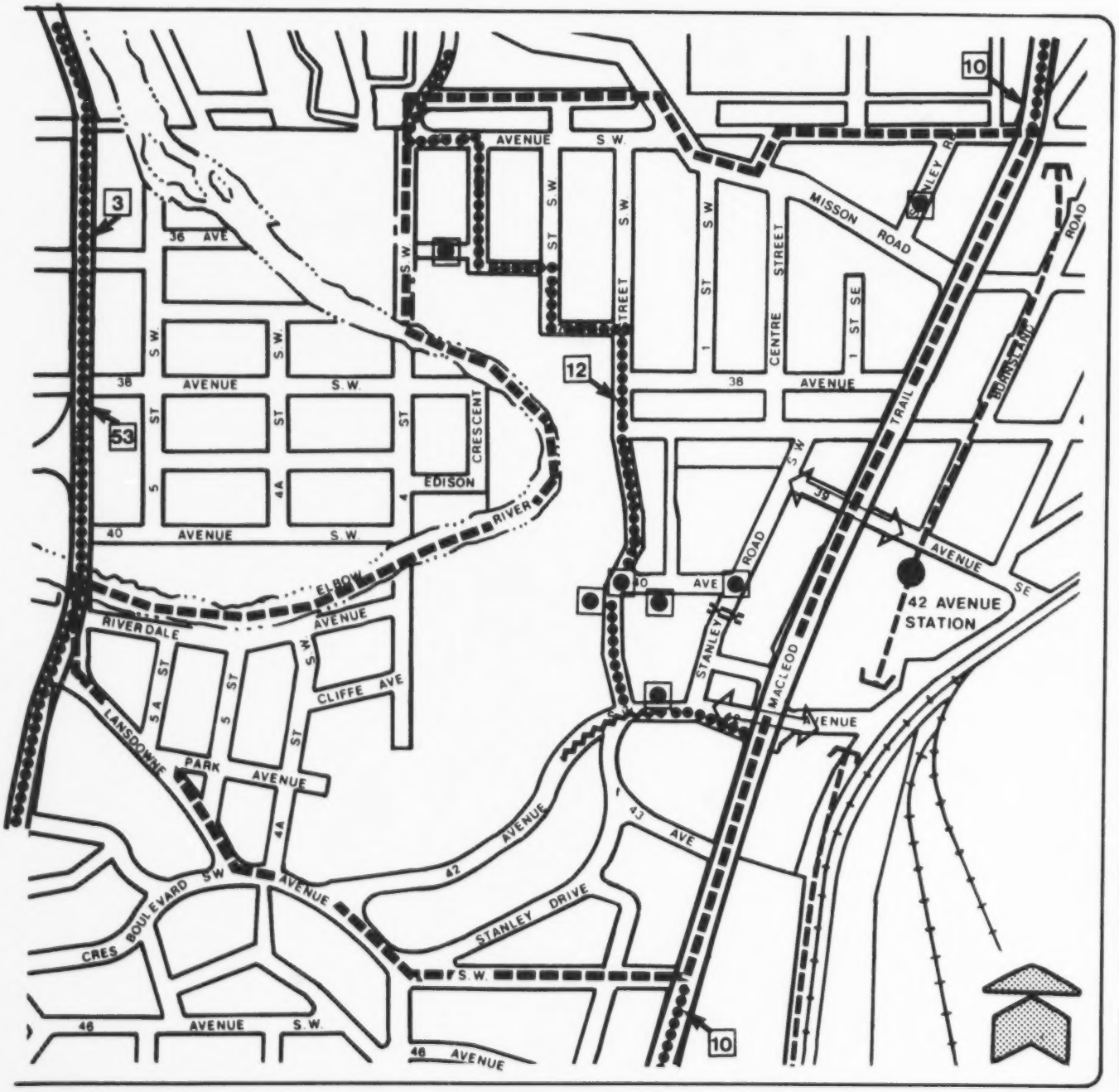
(3) Local roads - all other community streets.

Major roads expedite the movement of high volumes of traffic between various areas of the City. Collectors distribute traffic between the major and local roads. Local roads provide access to properties within the community and may be considered for closure to create open space.

5.1.2.2 Road Closures

It is recommended that priority be given to the implementation of the measures which have been approved by City Council July 19, 1982, By-law #26C82, in the context of the Parkhill/Stanley Park Elboya Traffic Study (July 1980).

In addition it is further recommended that, a portion of Stanley Road between the laneway (R.O.W.) immediately north of Mission Road and Mission Road be legally closed.



PARKHILL/ STANLEY PARK

MAP No. 5

TITLE
Transportation System

LEGEND

- PRIMARY THOROUGHFARE
- BUS ROUTE 12
- L.R.T. ALIGNMENT
- ROAD CLOSURE
- PARTIAL ROAD & LANE CLOSURE
- MEDIAN
- PEDESTRIAN ACCESS
- 42 AVENUE STATION & LRT LINE

DATE **JULY , 1983**

THE CITY OF CALGARY
PLANNING DEPARTMENT

0 500 1000 ft
0 305 m

5.1.3 IMPLEMENTATION

(1) The Engineering Department should be instructed to implement By-law #26C82. Funding was approved by City Council on July 12, 1982.

(2) The Planning Department in conjunction with the Law Department should be instructed to prepare a By-law for the closure of Stanley Road as referenced to under Section 5.1.2.2.

5.2 PEDESTRIAN CIRCULATION

5.2.1 OBJECTIVE

To enhance the pedestrian movement within Parkhill/Stanley Park and to the L.R.T. Station.

5.2.2 POLICIES

(1) The roads, sidewalks, and curbs within Parkhill/Stanley Park as a result of deterioriation or redevelopment should be continually monitored to ensure that they are to satisfactory standards.

(2) The Approving Authority in reviewing new development applications should have regards to the following Sections: 3.1.3.4 (4); 3.2.1. (3); 3.2.3.2 (4).

5.2.3 IMPLEMENTATION

It is recommended that the Engineering Department be instructed to inspect and assess the road and sidewalk conditions in Parkhill/Stanley Park and undertake the necessary repairs.